Fig. 1

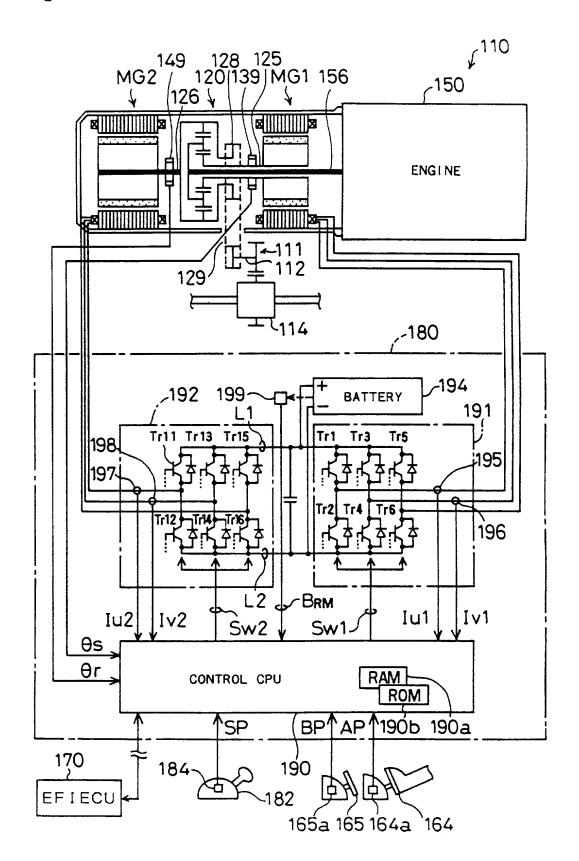


Fig. 2

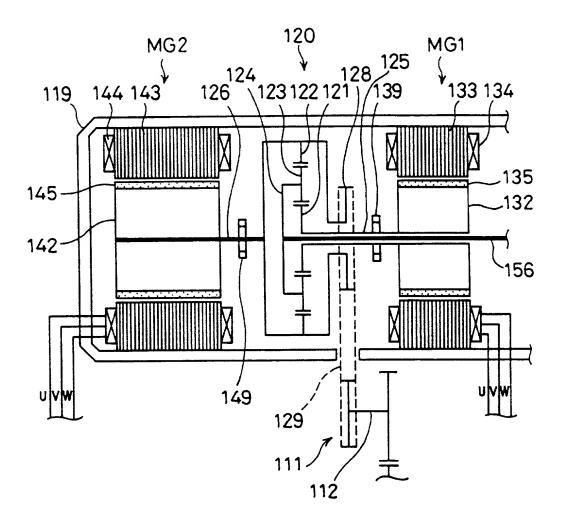


Fig. 3

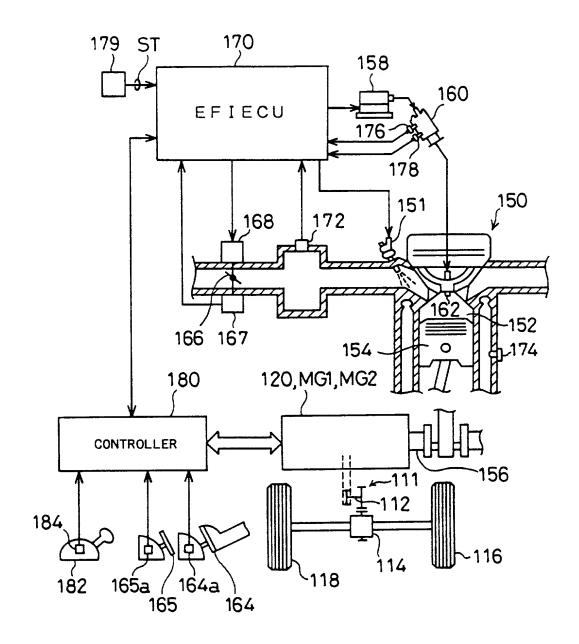
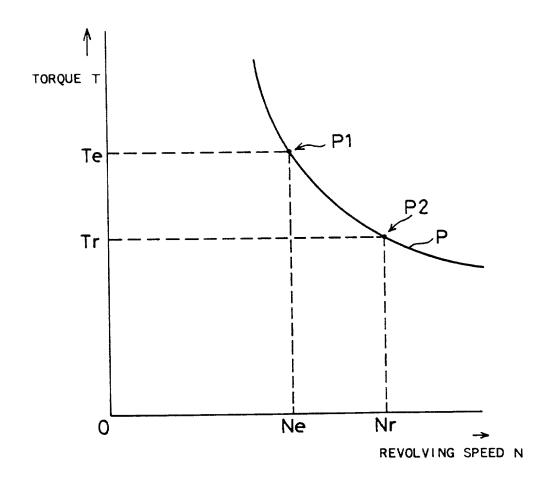


Fig. 4



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Fig. 5

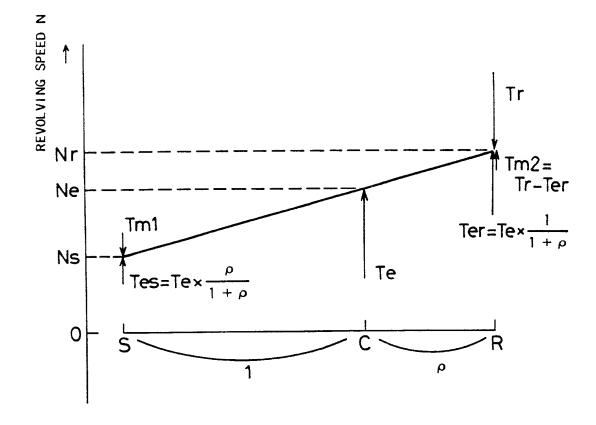


Fig. 6

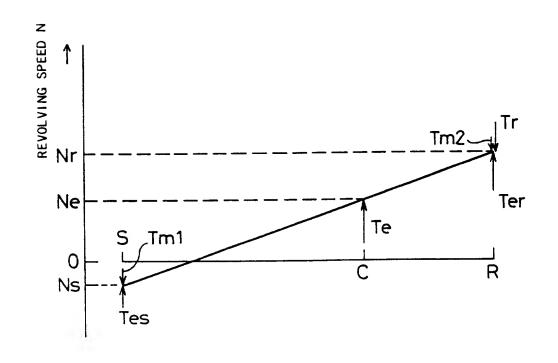


Fig. 7

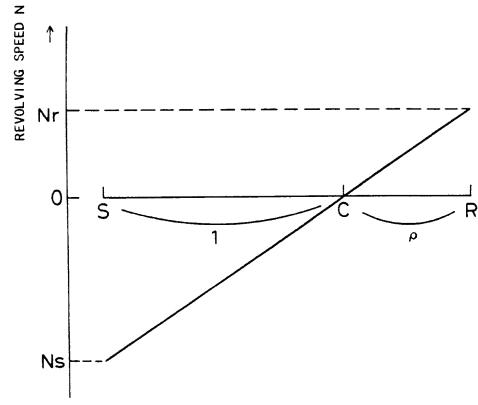
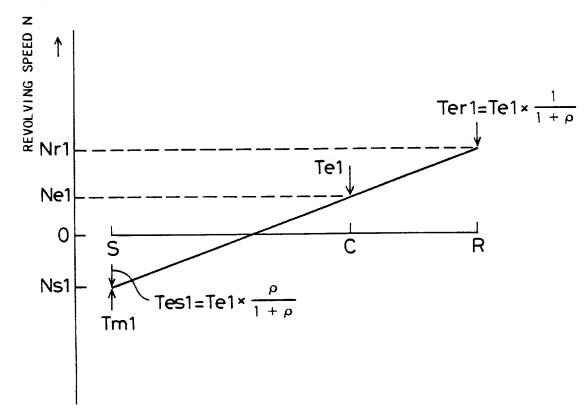
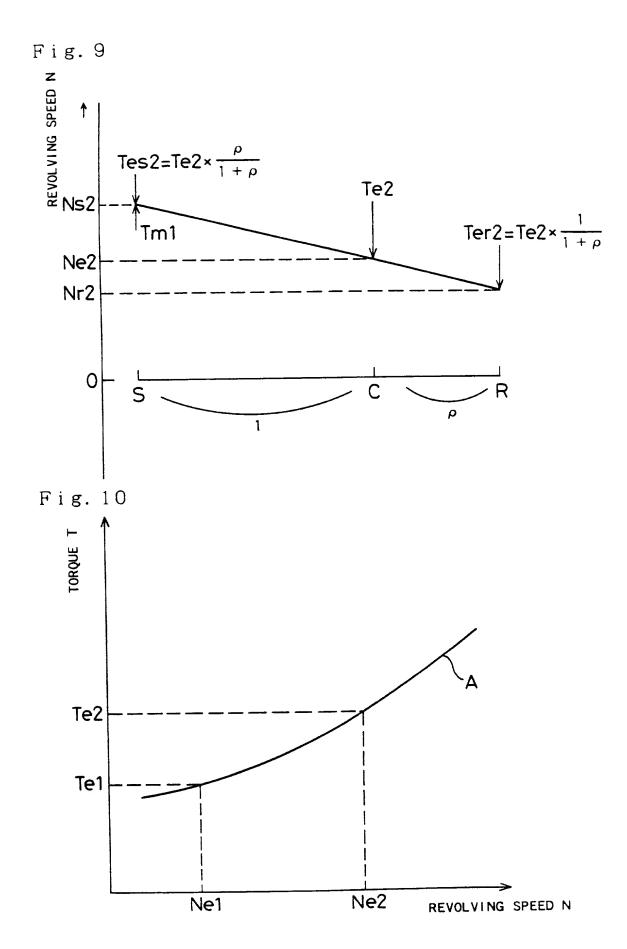


Fig. 8





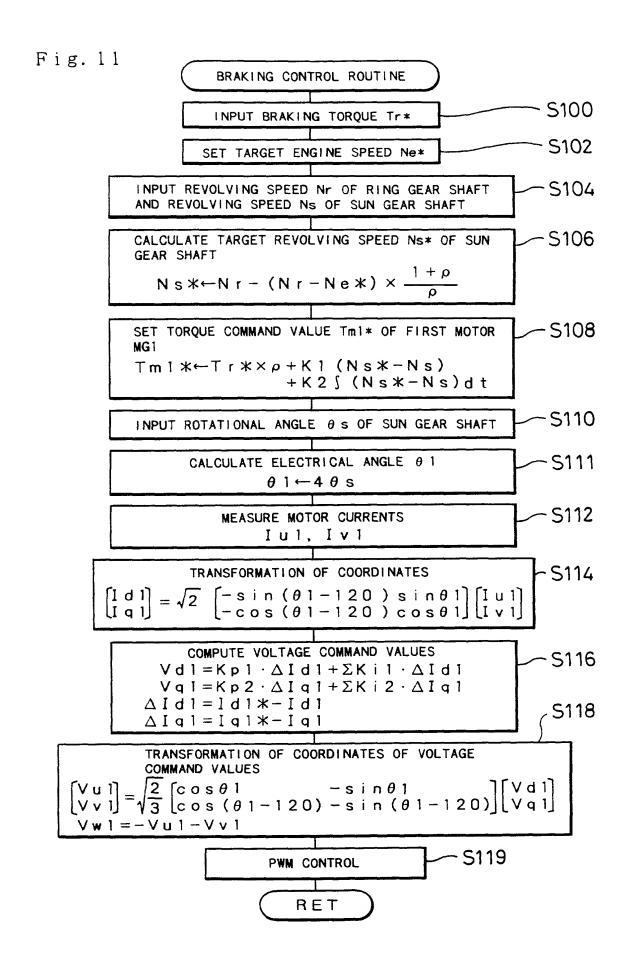


Fig. 12

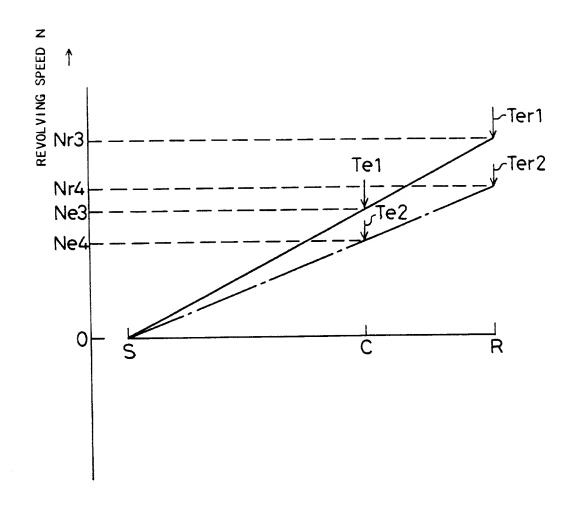
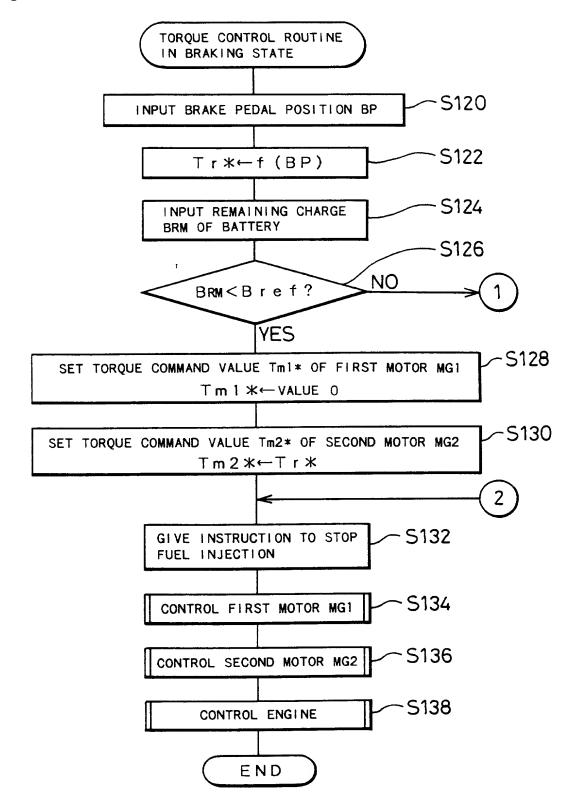
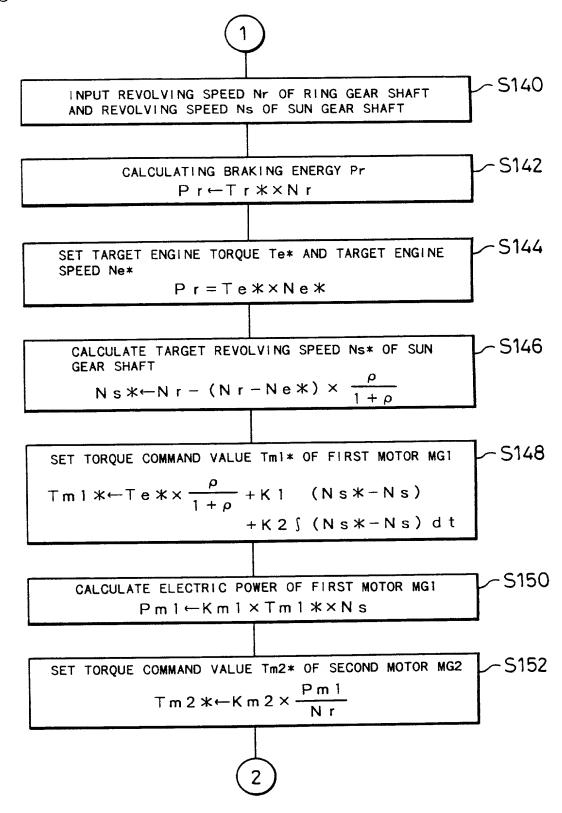
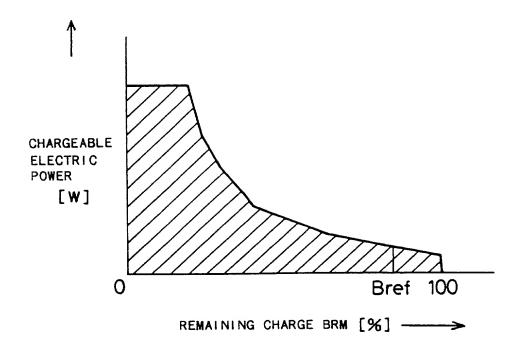
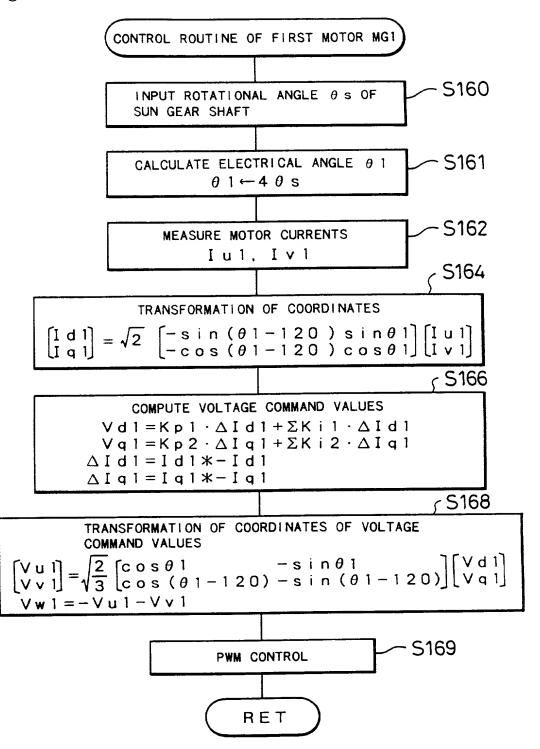


Fig. 13









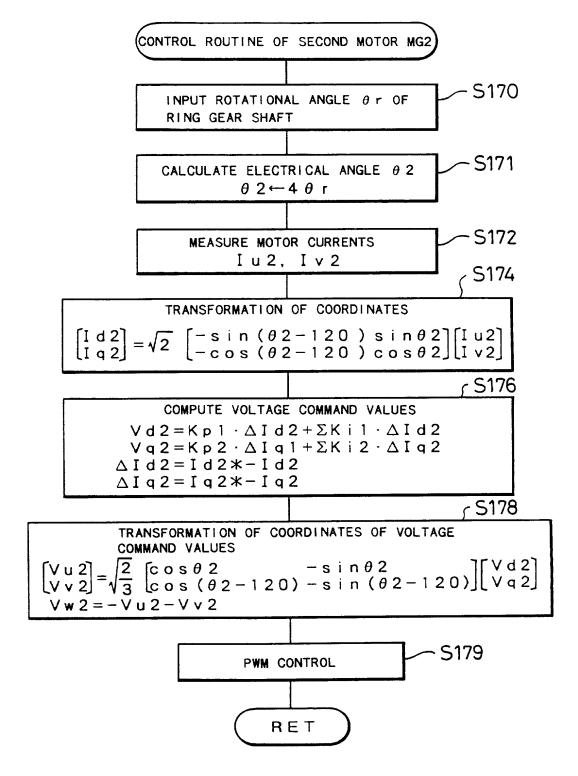


Fig. 18

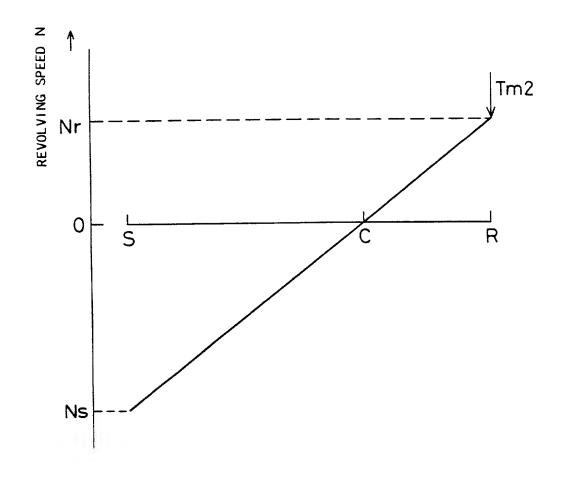
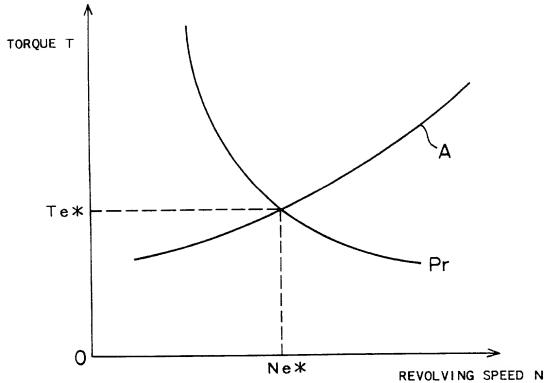


Fig. 19



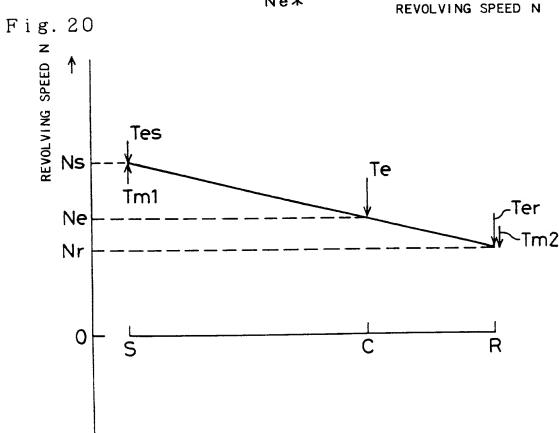


Fig. 21

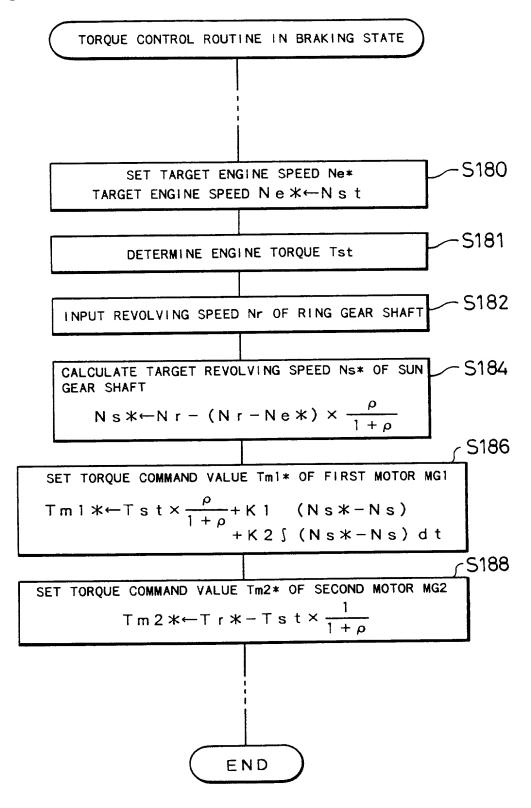


Fig. 22

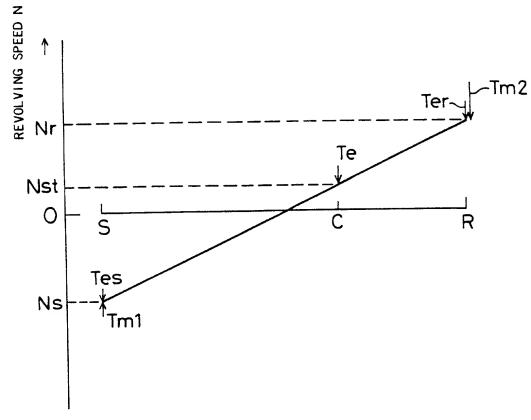


Fig. 23

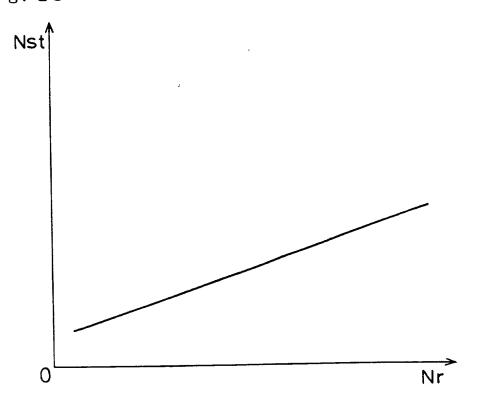


Fig. 24

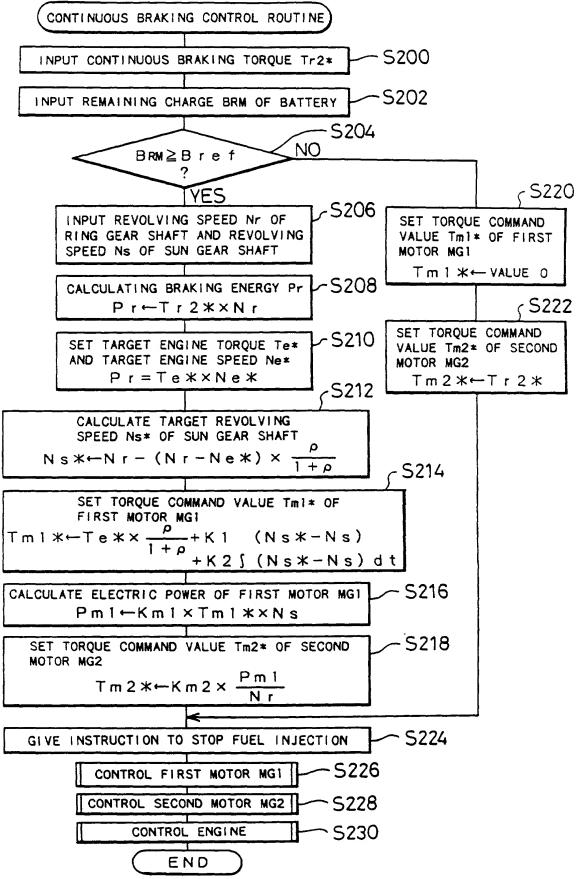


Fig. 25

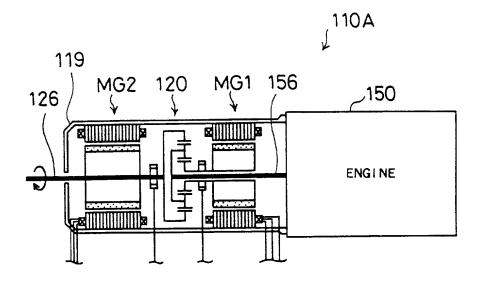
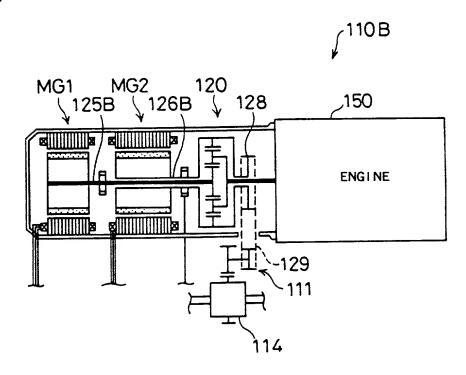


Fig. 26



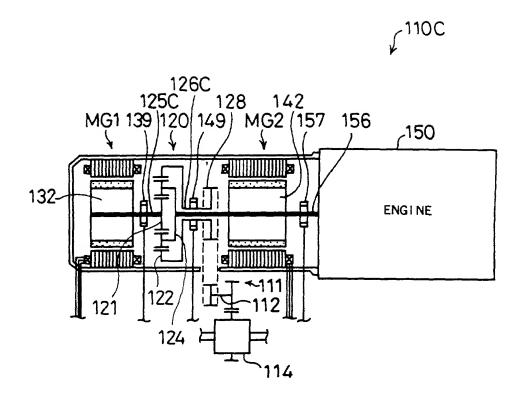


Fig. 28

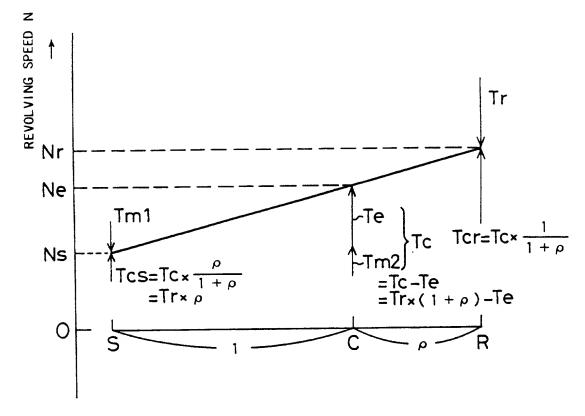


Fig. 29

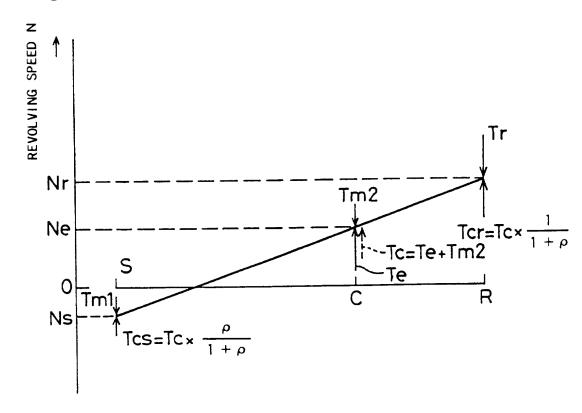
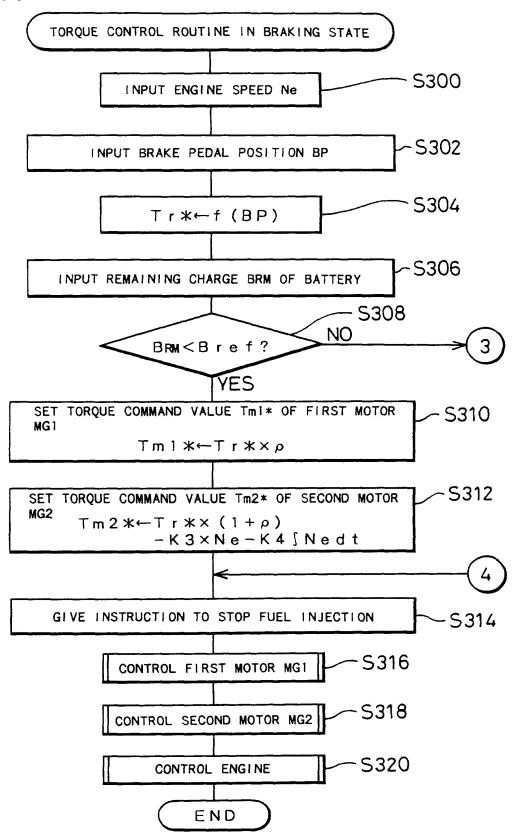
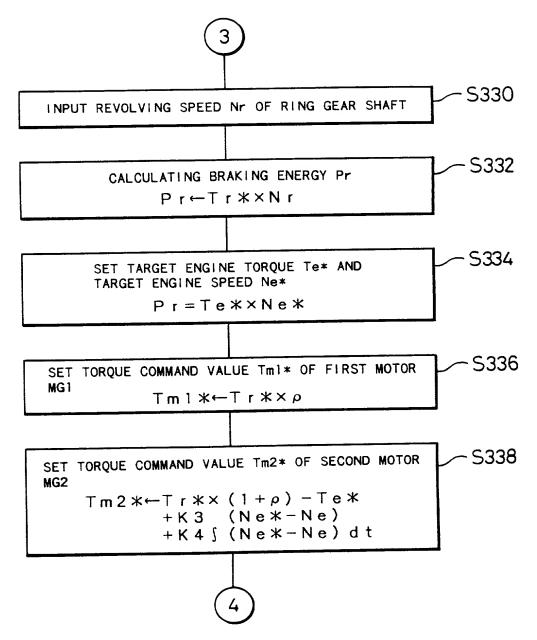


Fig. 30







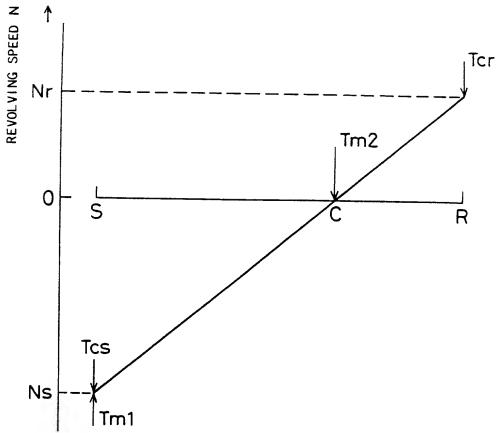


Fig. 33

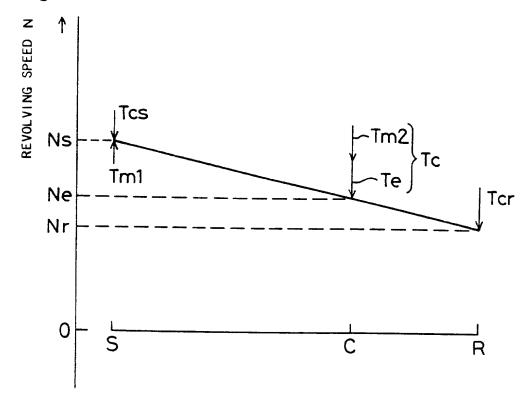


Fig. 34 CONTINUOUS BRAKING CONTROL ROUTINE **S400** INPUT CONTINUOUS BRAKING TORQUE Tr2* S402 INPUT ENGINE SPEED Ne S404 INPUT REMAINING CHARGE BRM OF BATTERY S406 NO BRM≧Brcf S418 c S408 SET TORQUE COMMAND TYES VALUE TMI* OF FIRST INPUT REVOLVING SPEED Nr OF MOTOR MG1 RING GEAR SHAFT Tml*←Tr2*×p S410 CALCULATING BRAKING ENERGY Pr SET TORQUE COMMAND Pr←Tr2*×Nr VALUE Tm2* OF SECOND MOTOR MG2 SET TARGET ENGINE TORQUE Te* Tm2*←Tr2*×(1+ρ) AND TARGET ENGINE SPEED Ne* -K3×Ne $Pr = Te * \times Ne *$ -K4 \ Nedt S412 S420 SET TORQUE COMMAND VALUE Tm1* OF FIRST MOTOR MGI S414 Tm1*←Tr2*×p SET TORQUE COMMAND VALUE Tm2* OF - S416 SECOND MOTOR MG2 $Tm2 \times \leftarrow Tr \times \times (1 + \rho) - Te \times$ +K3 (Ne \times -Ne) +K45 (Ne*-Ne) dt GIVE INSTRUCTION TO STOP S422 FUEL INJECTION CONTROL FIRST MOTOR MG1 CONTROL SECOND MOTOR MG2 S428 CONTROL ENGINE

END



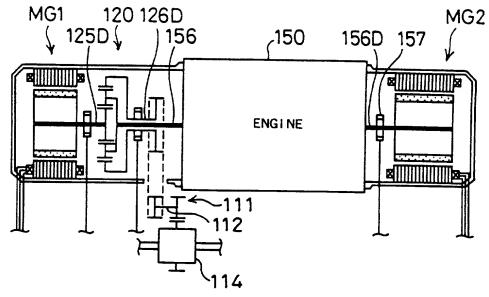


Fig. 36

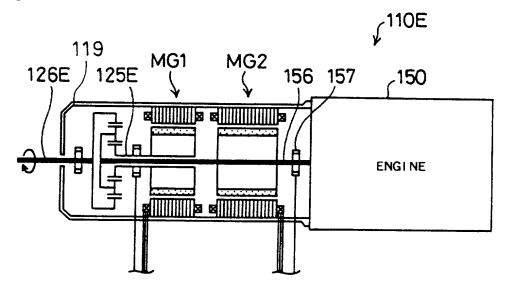


Fig. 37

